



**HERITAGE
COUNCIL**
OF WESTERN AUSTRALIA

REGISTER OF HERITAGE PLACES – ASSESSMENT DOCUMENTATION

11. ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE

The criteria adopted by the Heritage Council in November 1996 have been used to determine the cultural heritage significance of the place.

PRINCIPAL AUSTRALIAN HISTORIC THEME(S)

- 3.8.5 Moving goods and people on land
- 3.17 Inventing devices
- 8.14 Living in the country and rural settlements

HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)

- 203 Road transport
- 209 & 309 Technology & technological change
- 308 Commercial Services and industries
- 603 Local heroes and battlers
- 605 Innovators

11.1 AESTHETIC VALUE*

The showroom and forecourt of Wake's Garage have some landmark value in Richardson Street. (Criterion 1.3)

Wake's Residence is a simple example of the Inter-War California Bungalow style, in which the diamond shaped window with a soldier brick casing, located to the left of the living room chimney on the south-east facade, is an unusual feature. (Criterion 1.1)

11.2. HISTORIC VALUE

Wake's Garage has been a notable feature in Katanning, since the early 1900s, when the place was built as livery stables, and its conversion to an automotive garage and continued use for that purpose for more than 60 years perpetuates its contribution to the town and the Great Southern Region. (Criterion 2.1)

Wake's Garage was built in the early 1900s, and extended in the period from 1910 to the early World War I period, as the livery stables operation was expanded under Harry Barrett. From the late inter-war period, and into the post

* For consistency, all references to architectural style are taken from Apperly, R., Irving, R., Reynolds, P. *A Pictorial Guide to Identifying Australian Architecture. Styles and Terms from 1788 to the Present*, Angus and Robertson, North Ryde, 1989.

For consistency, all references to garden and landscape types and styles are taken from Ramsay, J. *Parks, Gardens and Special Trees: A Classification and Assessment Method for the Register of the National Estate*, Australian Government Publishing Service, Canberra, 1991, with additional reference to Richards, O. *Theoretical Framework for Designed Landscapes in WA*, unpublished report, 1997.

World War II period, when Katanning continued to grow and develop as a regional centre, the Wakes further developed the place as an automotive business, adding a showroom and workshop to the surviving livery stables structures. (Criterion 2.2)

Wake's Residence was built in c. 1922, as the Great Southern Region further developed in the post-World War One period. (Criterion 2.2)

Wake's Garage Group is associated with Harry Barrett, owner of the livery stables from 1910-38, the residence being built as his family residence c.1922. Wake's Garage is renowned in the Great Southern Region for the inventions (including the prototype orbital engine), innovation and service of brothers Lindsay and John Wake. Wake's Residence has been owned and occupied by members of the Wake family since 1971. (Criterion 2.3)

The collection at *Wake's Garage Group* is important for its accumulation of objects evidencing both horse powered and mechanised transport from the early 1900s to the 1990s, and demonstrates the technical and innovative achievement of brothers Lindsay and John Wake. (Criterion 2.4)

11. 3. SCIENTIFIC VALUE

Wake's Garage Group is a rare surviving illustration of the development of transport from horse drawn to mechanised transport from the early 1900s to the 1990s, containing a collection of machines, some of which were invented by the Wake brothers, including their prototype orbital engine. This is a reference and benchmark collection depicting the development of transport and mechanics in the region, the State and the world. (Criteria 3.1 and 3.2)

It is highly likely that the place, in particular Lot 66, Wake's Residence has retained archaeological evidence relating to the livery business. (Criterion 3.2)

A number of machines and objects in Wake's Garage demonstrate the technical innovation and achievement of Lindsay and John Wake and the importance of improvisation and inventiveness in a relatively isolated regional community. (Criterion 3.3)

11. 4. SOCIAL VALUE

Wake's Garage Group is valued by the community of Katanning and the Great Southern Region for the services provided by the Wakes, whose inventiveness and innovation were well known and highly valued throughout the Region. Inclusion in the Municipal Inventory for the Shire of Katanning further evidences its social value. (Criterion 4.1)

Wake's Garage Group contributes to the community's sense of place as a well-known and much patronised motor garage in Taylor and Richardson Streets, Katanning over a period of more than 60 years. (Criterion 4.2)

12. DEGREE OF SIGNIFICANCE

12. 1. RARITY

Wake's Garage Group is a very rare surviving example in Western Australia of Federation period livery stables, and, so far as is known, the only extant example of such a structure converted to a commercial motor garage premises. The place is rare also for the large accumulation of objects remaining in situ from over 90 years of use, including items invented and/or adapted in innovative ways by the Wake brothers. (Criterion 5.1)

The surviving fabric of the livery stables at *Wake's Garage Group* demonstrates a distinctive way of life and business operation, which has not been practised in the State since the first half of the twentieth century, and is of exceptional interest as the only structure of this type known to survive in this State in the 21st century. (Criterion 5.2)

12.2 REPRESENTATIVENESS

The bush pole corrugated iron clad construction and earth floor of the former livery stables is characteristic of early 20th century large-scale livery stables. (Criterion 6.1)

Wake's Garage illustrates the technical and innovative achievement of Australian bush inventors and the importance of improvisation and inventiveness in a relatively isolated regional community. (Criterion 6.2)

Wake's Residence reflects the formerly common practice of proprietors living in quarters attached to or in close proximity to their place of business. (Criterion 6.2)

12.3 CONDITION

Wake's Garage Group is generally in good condition.

The structural integrity of the former livery stables requires investigation and some of the roof sheeting in this area is rusting. Cracking and damp in the showroom and office area also require investigation.

Wake's residence is in good condition. It is occupied and has been well maintained. The introduction of render to the base of the north-west and north-east walls was implemented in an effort to overcome a problem with rising damp.

The shed to the rear of the residence is a similar construction to the livery stables and may require similar assessment of structural integrity. The corrugated iron sheeting to the roof is rusting.

12.4 INTEGRITY

The integrity of *Wake's Garage Group* is high.

Wake's garage was originally developed as livery stables and as transport in the State changed from horse drawn to automotive the place developed into a motor garage. A great deal of the fabric of the livery stables remains and little adaptation was required to convert it into a machinery workshop. The showroom, offices and workshop were introduced as the business expanded to service the requirements of the automotive trade.

Wake's Residence is used for its original and intended purpose of residence and its integrity is also high.

12.5 AUTHENTICITY

Wake's Garage Group displays a high degree of authenticity. A large proportion of the fabric of the place from the initial livery stables remains, particularly at the south-west end of the Lot and along the north-west side, including most of the earthen floor and remnants of the stalls. The original office to the stables was retained and appears little changed through time. The introduction of a showroom, offices and workshop at the north-east end was a logical progression by the Wakes to the changing needs of transport.

13. SUPPORTING EVIDENCE

The documentary evidence has been compiled by Robin Chinnery, Historian. The physical evidence has been compiled by Lynne Farrow, Architect, of David Heaver and Associates, Architects.

13.1 DOCUMENTARY EVIDENCE

Wake's Garage Group comprises a garage and residence on adjacent lots between Taylor and Richardson Streets, Katanning. Wake's Garage consists of a large corrugated iron shed of timber bush pole construction, constructed as a livery stables c.1904, with a cement block showroom (c.1950s) and corrugated iron workshop shed (c.1960s-70s), constructed for Lindsay and John Wake in the Australian vernacular style with elements of the Inter-War Stripped Classical style to the Showroom façade. Wake's Garage contains machinery, tools, spare parts, catalogues, files and a large number of other artefacts, which were accrued by the Wake brothers, and some of which have remained in situ since the earlier use of livery stables.

Wake's Residence, on the Lot adjoining Wake's Garage, is a brick and corrugated iron house designed in the Australian vernacular style with elements of the Inter-War Californian Bungalow style, built in c. 1922, as the family home of Harry Barrett, the owner and operator of the adjoining livery stables.

For the sake of convenience, Wake's Residence is considered separately from Wake's Garage in the period subsequent to 1938, when Morgan Stanley Wake purchased the Garage.

In the 1880s, numerous schemes were proposed for the private development of railways in Western Australia, most being based on a land-grants scheme, whereby the company would receive land along the route in return for building the railway, but only two came to fruition. The West Australian Land Company was responsible for the first of them, the Great Southern Railway connecting Beverley and Albany, which opened to traffic in June 1889.¹ At the time Katanning, which would become an important centre on the railway, comprised two stores, the Katanning Hotel, a private residence, and some timber buildings under construction.²

On 20 November 1890, it was announced the West Australian Land Company had declared portion of Kojonup Locations 255 and 256 as a Townsite.³ In January 1891, a plan of Katanning shows the parallel grid pattern of the townsite at either side of the railway line.⁴ In 1891, the Company sold a number of lots in the townsite. Henry Charles Chipper, innkeeper, of Katanning, purchased Katanning Town Lots C74, C75 (the future site of *Wake's Garage Group*) and the adjoining Town Lot C76, all of which had frontage to Clyde Street (later renamed Richardson Street) and Clyde Lane (later renamed Taylor Street) to the rear, a total of three roods in area, which were registered in Chipper's name on 17 April 1891.⁵

¹ Crowley, F. K. *Australia's Western Third: A History of Western Australia from the first settlements to modern times* Macmillan & Co. Ltd., London, 1960, pp. 100-102.

² *Katanning's Jubilee* Great Southern Herald, 1939, p. 7.

³ *Government Gazette* 20 November 1890.

⁴ Certificate of Title Vol. XXXVI Fol. 9.

⁵ Certificates of Title Vol. XXXVI Fol. 9 and Vol. 37 Fol. 4.

In 1891, the flourmill was built at Katanning, which encouraged further development in the town and district. In 1892, the Road Board was proclaimed. By 1894, Katanning was beginning to establish itself as a centre on the Great Southern Railway.⁶ On 29 December 1894, Henry Charles Chipper died. On 10 January 1895, Probate of his will was granted to his widow, Emily Louisa Chipper, in whose ownership Katanning Town Lots C74, C75 and C76 remained until 1905, when she sold Town Lot C76, retaining ownership of the other two Lots.⁷

In 1896, the Government agreed to purchase the Great Southern Railway and the lands of the WA Land Company for £1,100,000, and the takeover was implemented in January 1897.⁸ Subsequently, much of the land along the Great Southern Railway was opened up to development as the Government sought to encourage further agricultural development in the region. In the late 1890s, Katanning continued to develop as the surrounding district was opened up. The building of St. Andrew's Anglican Church (1898) and the Baptist Church (1900) were illustrative of the town's growth, whilst the building of a new two storey store in Clive Street c. 1901, indicated the gradual 'spread of the town from the existing apex of Austral Terrace'.⁹ In 1903, the Federal Hotel was built in Clive Street, at the corner to Clyde Street.¹⁰ In the early 1900s, Katanning was expanding rapidly, and it was probably in this period Quartermaine established livery stables on a large area of land to the rear of the Federal Hotel to provide horses and conveyances for hire to visitors, townspeople and local businesses. The land occupied by the business is believed to have included Emily Louisa Chipper's Katanning Town Lots C74 and C75, including the future site of *Wake's Garage Group*. In 1910-11, Harry Barrett, formerly of Narrogin, advertised he had taken over Mr. Quartermaine's 'LIVERY STABLE and CARRYING BUSINESS', the latter to be managed by Mr. Fyfe, and also advertised buggies and horses 'bought, sold or exchanged'.¹¹ From that date the business was listed in the Trades Directory of *Wise's Post Office Directory* as 'H BARRETT, livery stables & general carrier; horses for hire & sale, Katanning'.¹²

On 27 April 1910, the transfer of Katanning Town Lot C74, one rood in area, to Barrett, carrier, of Katanning, was registered.¹³ Thenceforward, Barrett was recorded on Electoral Rolls as livery stables keeper, Taylor Street.¹⁴ In the pre-World War One period, he expanded the livery stables to encompass an area of 'at least 1 acre', 'behind the Federal Hotel, with access from both sides'¹⁵ (i.e.

6 *Katanning's Jubilee* Great Southern Herald, 1939, pp. 8-14.

7 Certificates of Title Vol. 37 Fol. 4 and Vol. 347 Fol. 191.

8 Ralph, C. E. 'The History of the Great Southern Railway', 1955, Chronology, held at Battye Library, PR 1167.

9 *Katanning's Jubilee* Great Southern Herald, 1939, op. cit., pp. 8-14.

10 *ibid*, p. 17. Note: The two storey Federal Hotel opened in September 1904, and with 25 rooms, it was 'an impressive addition to the town'; which was expanded with the addition of a third storey in 1913. (Bignell, Merle *A Place to Meet: A History of the Shire of Katanning, Western Australia* University of Western Australia Press, Nedlands, 1981, p. 210.)

11 Advertisements in *Great Southern Herald* 1910-11.

12 *Wise's Post Office Directory* 1910, p. 929. Note: No livery stables were listed under Quartermaine's name in 1909, when 56 livery stables were listed. (*ibid*, 1909, p. 959.)

13 Certificates of Title Vol. Vol. 347 Fol. 191 and Vol. 462 Fol. 38.

14 Electoral Roll, Legislative Assembly of Western Australia, Katanning, 1914 to 1921.

15 Shiner, Joyce 'Katanning Livery Stables' in Anderson, Ross (Ed.) *Katanning: A Century of Stories* Katanning Shire Council, n.d., p. 205. Note: Joyce Shiner (b. 1915) was the daughter of Harry Barrett's cousin, Lance Reid.

from Clyde and Taylor Streets). This recollection indicates that Barrett's operation extended over a greater area than his own Lot 74, and that he may have leased Lot 75 and have erected some structures on it prior to 1914. Offering horses and conveyances for hire to local residents and visitors to Katanning, Barrett's business was well located for this purpose, with its close proximity to the hotel and to the railway station. Stalls and loose-boxes were built around 'practically the whole perimeter' of the Livery Stables, with weather-proof shelters for 'the more 'deluxe' type of vehicle-and-harness', with drays, carts, lorries, wagons, buggies and sulkies, were 'lined up in the middle of the yard'.¹⁶ Whilst the former might be hired for special occasions such as a wedding, one and two horse drays were 'often required by contractors for road-building', as shown in a 1910 photograph of road making, and spring carts were in high demand for carting firewood.¹⁷ At Barrett's livery stables, there were large 'rooms' for feed storage and harness, and 'a veterinary bay'; and an office near the entrance from Taylor Street, in which an attendant slept each night to be near the horses and available 'to provide a conveyance for an emergency at any hour'.¹⁸ A sign at the entrance gate read 'Drive or be Driven'.¹⁹ This office area is part of the livery stables structure that remains extant in 2006.²⁰

In August 1912, Messrs. Black and Rodda established the 'first official garage' at Katanning to provide for the increasing number of motor vehicles in the town and district, whose owners included Dr. House and members of the Piesse family.²¹ This trend continued in the World War I period as Katanning Stock & Trading Co. Ltd. moved from selling stock to motorised vehicles, selling Ford cars from 1915, and Ford tractors from 1916.²² In 1925, the company opened 'handsome new premises' at the corner of Austral Terrace and Albion Street, with the Ford Motor Company's dealership, with 'an efficient garage and service workshop' under H.C. Mouritz.²³ At this period, J.G. Mouritz and Wm. Mullenger were operating motor garages at Katanning.²⁴ In 1930, after Katanning Stock & Trading Co. Ltd. was 'very badly hit' by the Great Depression, H. C. Mouritz, his son, Hughie (H.J.W. Mouritz), and Les Gare, took over the garage portion of its business, leasing the garage and plant from the company.²⁵ Trading as Gare & Mouritz, they built up the business through the interwar and World War II periods, before re-locating to their own premises, in Clive Street, in the 1950s.²⁶ So far as is known the motor garage at Wake's Garage is the only one to have been in continuous operation at Katanning for more than 60 years.

On 27 May 1914, the transfer of Katanning Town Lot C75 from Emily Louisa Chipper to Harry Barrett was registered.²⁷

16 ibid.
17 ibid, pp. 206-207.
18 ibid, p. 205.
19 ibid.
20 Site visit Robin Chinnery and Lynne Farrow, March 2006.
21 Bignell, Merle *A Place to Meet* ... op. cit., p. 251. Note: Location of the garage was not given.
22 Bignell, Merle op. cit., p. 211, p. 251 and pp. 265-66.
23 ibid, p. 290 and p. 297.
24 *Wise's Post Office Directory* 1925, p. 730.
25 Bignell, Merle op. cit., p. 297.
26 ibid, pp. 297-98.
27 Certificate of Title Vol. 463 Fol. 165.

During World War I, Barrett enlisted in the armed forces, leaving his young cousin, Lance Reid, in charge of the livery stables, which continued to operate throughout this period. After the war, 'one and then another returned soldier' brought a motorized taxi vehicle to Katanning, with a consequent decline in demand for the services of the livery stables.²⁸ The general transition to motorised transport is exemplified by Katanning's Presbyterian Church, whose Board patronised Barrett's livery stables to enable visits by the minister on supply to the church's out-stations when he was unable to acquire a suitable horse for use in the Church's sulky in 1918-19.²⁹ Subsequent purchase of a suitable horse proved a short-term measure as a motorcycle was acquired for the purpose in 1920.³⁰ By then, the number of livery stables listed in the Trades Directory had fallen to 37, including with the two listed at Katanning, H. Barrett, and Old & Cornish.³¹

With the demise of the buggy and sulky business, Barrett had no further need for the stalls in the corner of the yard associated with this aspect of his business, and demolished them, in order to build 'a nice brick home for his wife and family' on the site.³² In 1920-25, Electoral Rolls for Katanning continued to record Harry Barrett, livery stable keeper, at Taylor Street. However, from 1923, his wife, Bertha Barrett, was recorded at Clyde Street,³³ indicating that the house in Clyde Street was probably built in c. 1922. In March 1925, Harry and Bertha Barrett were both recorded at Clyde Street,³⁴ which served as their residence into the early 1930s, as he continued to operate the livery stables in Katanning.³⁵

In the inter-war period, motor vehicles progressively took over as the principal means of transport and livery stables such as Barrett's eventually ceased to exist. From 1932, Electoral Rolls recorded Harry Barrett as a farmer, whilst he and his wife continued to be recorded as residing at Clyde Street.³⁶ The livery stables premises were rented out to tenants,³⁷ and converted to use as a garage by the late 1930s, when Rate Books recorded the building on Lot C74 as a garage of iron construction, situated in Taylor Street.³⁸ The office area remained unchanged; the earthen floor of the stables was retained, as were remnants of the stalls; and some of the equipment associated with the stables' operation including the blacksmith's anvil, forge and a complete set of blacksmith's tools, which remain at the place in 2006. A long disused corrugated iron rainwater tank

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- 28 Shiner, Joyce 'Katanning Livery Stables', op. cit., p. 207. Note: In 1914 and 1916, Harry Barrett continued to be recorded as livery stable keeper, Taylor Street, per Electoral Rolls Legislative Assembly of Western Australia, for Katanning.
- 29 Scots' Church, Katanning, Cash Book (1905-19) Private Archives, Battye Library, MN 713 Acc. 4003A/1, 1918-19.
- 30 Thomas, Zillah *To the Glory of God: A history of the Katanning Methodist and Presbyterian Churches* Self-published, Albany, 1981, pp. 94-95.
- 31 *Wise's Post Office Directory* 1920, p. 636.
- 32 Shiner, Joyce op. cit.
- 33 Electoral Rolls, Legislative Assembly of Western Australia, for Katanning, 1920, 1921 and 1923, in which year Charles Wisley Barrett, labourer, and John Charles Barrett, wheelwright, and Emily Barrett, married woman, were also recorded at Taylor Street. It is not known whether they were related to Harry Barrett, or whether John and Charles Barrett may have played a part in his business. Note: Katanning Rate Books for 1920-1938 were unavailable.
- 34 Electoral Rolls, Legislative Assembly of Western Australia, for Katanning, Prohibition Roll, 17 March 1925.
- 35 Obituary 'Robert James Barrett' typescript, in collection of Ainslie Evans; and *Wise's Post Office Directory* 1930, p. 829.
- 36 Electoral Rolls, Legislative Assembly of Western Australia, for Katanning, 1932, 1935 and 1939.
- 37 Mrs. Joy Kernaugh, daughter of Harry Barrett, letter to Ainslie Evans, n.d. 2002.
- 38 Rate Books Katanning, 1937 to 1940. Note: In the earlier years of this period, lot numbers were not listed.

that also remains in situ within the interior may also have been associated with the livery stables.³⁹ The main entry to the garage continued to be from Taylor Street, and accordingly Rate Books listed the place at this street address.⁴⁰ It has not been possible to ascertain whether the pit with a timber cover was excavated during this period, or in the late 1930s, after Morgan Wake took over the motor garage.

On 17 November 1938, Katanning Town Lot C75 was transferred from Barrett to Morgan Stanley Wake, garage proprietor, of Dalwallinu.⁴¹ Wake named the place 'Wake's Garage', advertised, in 1939, as 'A MODERN GARAGE WITH MODERN PLANT AND SKILLED MECHANICS ... COPIOUS FLOOR SPACE ... EXPEDITIOUS SERVICE', 'Motor, Agricultural and General Engineers, Oxy-Welders and Turners'; stocking accessories for all makes of cars; retailing petrol, oil and tyres; providing farm and station requirements; and with motor car, tractor, motor cycle and bicycle agencies, as well as radios and typewriters.⁴² In 1939, Electoral Rolls listed Morgan Wake, garage proprietor, and his brother, Lindsay Morgan Wake, mechanic, at Richardson Street⁴³, as Clyde Street had been re-named.

At the outbreak of war in 1939, as John Wake, one of Morgan Wake's sons, recollected, there was plenty of stock available of most items. Subsequently, curtailment of imports led the Commonwealth Government to commandeer some materials and to introduce rationing of essentials including petrol, oil, steel, machinery and rubber. Farmers faced with badly worn tyres that could not be readily replaced, brought increasing numbers of them into Wake's Garage, which had little equipment for such work. The Wakes were able to locate and obtain an old fashioned, disused, 1/3 circle re-treading plant, which had been operated in Katanning in the 1930s. There was a repair mould for repairing holes in standard tyres, and the Wakes made another very large, inner mould for tractor tyres. The plant required steam to heat the moulds. As no boiler was available, John Wake and his brother, Lindsay, designed one. They obtained special permission to manufacture it and the necessary permit for the steel required, then successfully made the efficient boiler, whose design was praised by the government inspector.⁴⁴ The re-commissioning and further adaptation of the tyre re-treading plant illustrates the innovative approach and inventiveness for which John and Lindsay Wake became renowned. Other inventions were particularly useful in the rural area, including a wheat bag corner filler; a bullet loader; and a turn-tight gate that could be fitted into a standard fence, which was a boon for farmers.⁴⁵

In December 1941, Morgan Wake mortgaged Katanning Town Lot C75, which was discharged in October 1953.⁴⁶ It is not known whether this was to secure funds towards improvements to Wake's Garage or another purpose. He intended to install a granolithic floor at the place, but only one portion was completed which was considered an unsatisfactory job due to the poor quality of the war-

39 Site visits, Robin Chinnery and Lynne Farrow, 21-22 March 2006.

40 Rate Books Katanning, 1937 to 1947.

41 Certificate of Title Vol. 462 Fol. 38. Note: Transfer recorded in Rate Books, Katanning, 1939.

42 *Katanning's Jubilee* Great Southern Herald, 1939, op. cit., p. 42.

43 Electoral Rolls, Legislative Assembly of Western Australia, for Katanning, 1939.

44 'Wake's Garage, Katanning. Tyre Retreading Plant' Typescript by John Wake, April 1999. Collection of Ainslie Evans. Note: He described the process for re-treading and repairing tyres.

45 Site visits, and conversations with Ainslie Evans, Robin Chinnery and Lynne Farrow, 21-22 March 2006; and pamphlet in collection at Wake's Garage. Note: The bullet loader, which used to stand on the desk, was given away. (Ainslie Evans, *ibid.*)

46 Certificate of Title Vol. 462 Fol. 38, 12 December 1941.

issue material, and neither he nor his sons ever completed the project.⁴⁷ Consequently, most of the original earth floor of the livery stables remained intact, and is extant into 2006.⁴⁸

Through World War II, the Wakes' held permits to purchase rubber and repair and re-tread tyres for industries classified as essential, including agriculture. With new tractor tyres unobtainable, such repairs became one of the garage's main jobs and their expertise was well known. Some Olympic Tyre Co. 'new modern full circle stock for re-capping and re-treading' was purchased and brought into use.⁴⁹ Wake's Garage continued its tyre repair and re-treading operations into the immediate post-war period. However, after manufacturers returned to the retail business and commenced under-cutting garage prices for tyres and re-treads Wake's and other similar businesses closed their plants. At a later date, the boiler was taken away, whilst the plants and moulds were left at Wake's Garage⁵⁰, where they remain in 2006.⁵¹

On 7 August 1952, Morgan Wake died. On 19 June 1953, Probate of his Will was granted to his widow, Caroline Eva Wake, and their sons, Lindsay Morgan Wake and John Cecil Wake, mechanics, all of Katanning, as Executors of his Estate.⁵² Following their father's death, Lin (as Lindsay was known) and John Wake continued to operate and expand Wake's Garage, and a showroom and workshop were added.⁵³ Shire of Katanning was unable to locate any building applications, and surviving members of the Wake family do not know when works were implemented. In total, the Wake family operated Wake's Garage for more than 50 years, during which numerous items of machinery and equipment accumulated and were stored at the place, much of it remaining in situ at the date the business ceased operation, and when the place was transferred to new ownership. Lin and John Wake were renowned for their ability to either supply or make almost any part which might be needed from their stock, manufacturing on site parts which were otherwise unavailable⁵⁴, as recounted in the poem 'Wakey's Garage'.⁵⁵ Being part of a large collection of machinery and equipment, materials, and inventions that encompass most of the operating life of the garage and earlier livery stables, including a forge and anvil.⁵⁶

On 18 January 1955, Katanning Town Lot C74 was transferred to Caroline Wake and her sons, Lindsay Wake and John Wake, mechanics, as tenants in common in equal shares.⁵⁷

On 20 July 1961, Caroline Wake's undivided individual third share in Katanning Town Lot C74 was transferred to her sons, Lindsay Wake and Cecil Wake as tenants in common in equal shares.⁵⁸

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- 47 Ainslie Evans, co-owner of Wake's Garage (fmr), conversation with Robin Chinnery, site visit, 22 March 2006.
- 48 Site visits, Robin Chinnery and Lynne Farrow, 21-22 March 2006.
- 49 'Wake's Garage, Katanning. Tyre Retreading Plant' op. cit.
- 50 ibid.
- 51 Site visit, Robin Chinnery and Lynne Farrow, 21 and 22 March 2006.
- 52 Certificate of Title Vol. 462 Fol. 38.
- 53 Ainslie Evans, co-owner of Wake's Garage (fmr), telephone conversation with Robin Chinnery, 1 March 2006.
- 54 Ainslie Evans op cit.
- 55 Solly, M. K. (Dixie) 'Wakey's Garage' in Solly, M. K. (Dixie) *That's Life* (Self-published, 1983), reproduced in Anderson, Ross (Ed.) op. cit., p. 157.
- 56 Site visit, Robin Chinnery and Lynne Farrow, 21 and 22 March 2006.
- 57 Certificate of Title Vol. 462 Fol. 38.

Meanwhile, John Wake, having first conceived the idea of an orbital engine during his teenage years 'when he rolled tyres down the road at Katanning', together with Lindsay, worked for 'a long, long time' on the design for a prototype orbital engine, which was built at *Wake's Garage* in 1960, pre-dating by 10 years the orbital engine developed by Ralph Sarich at his Morley home in 1970-72, after he had been in the Wakes' workshop.⁵⁹ The brothers later built a second prototype of their orbital engine at the Garage, at which period 13 men were employed there. As John Wake noted in 1986, the Wake brothers' orbital engine worked 'on the same principle as the Sarich orbital, except that our central cam works inwards, and Sarich's works outwards'.⁶⁰ In the 1960s, the Wakes unsuccessfully applied to the State Government for financial assistance to further develop their invention. Although their prototype was inspected by various potential sponsors, including a Canadian engineer, who thought about its use for tractors, none were convinced that the Wakes could succeed in manufacturing 'a finished unit for car engine production'.⁶¹ In 1986, when the world's largest automotive manufacturer, General Motors, was planning to install the Sarich orbital engine, by then known as the orbital combustion process (OCP), and major marine engine manufacturers in the United States, Mercury Marine and Outboard Marine, had accepted the Sarich engine, John Wake maintained that if they could obtain funding of 'at least \$50,000 ... we could probably still make a go of our orbital'.⁶² As this amount was not forthcoming, the Wakes were unable to achieve this goal. The prototypes remain at Wake's Garage in 2006.⁶³

In the 1980s, when the Wakes were required to provide new toilet facilities at the garage, the boiler was removed and brick construction toilets were built in the space vacated.⁶⁴

In the 1990s, when Wake's Garage ceased to operate as a business, most of the contents of the place were simply left in situ.⁶⁵ On 25 January 1996, the place was included in the Municipal Inventory for the Shire of Katanning.⁶⁶

In July 1997, having visited the place, Bruce James, Chairman of the Engineering Heritage Panel, Western Australia Division, Institution of Engineers, Australia, on learning that the Garage might be sold and demolished, expressed his concerns for the future of the place and its contents, and his view that in regard to industrial heritage sites, Katanning had an absolute 'icon' in this garage, a 'heritage jewel'.⁶⁷ He stated:

Its construction, layout and contents of machinery are of such a high degree of 'Industrial Heritage' in a Country Town that it should be saved as a working workshop, indicative of the part played by such craftsmen in the development and operation of a very important segment of the Agricultural Area of Western Australia.

In this day and age, this Garage is now a very rare example of the early mechanization of the farming processes in this State. ...

58 Certificate of Title Vol. 462 Fol. 38.

59 *Sunday Times* 13 July 1986.

60 John Wake, quoted in *ibid.*

61 *Sunday Times* *ibid.*

62 John Wake, quoted in *ibid.*

63 Site visits, Robin Chinnery and Lynne Farrow, 21-22 March 2006.

64 Ainslie Evans, conversation with Robin Chinnery, 21 March 2006.

65 Ainslie Evans, conversations with Robin Chinnery, 21-22 March 2006.

66 Municipal Inventory Shire of Katanning, Adopted 25 January 1996.

67 Bruce W. S. James to Ainslie Evans, 9 July 1997.

Wake's Garage should be conserved as a rare and excellent example of the early country-based industrial history of Western Australia with a very high degree of heritage significance.⁶⁸

On 24 December 1998, Katanning Town Lot C74, portion of Kojonup Location 255, was transferred from the Wakes to John Bernard Evans and his wife, Ainslie Veronica Evans, both of 2 Albion Street, Katanning, as joint tenants⁶⁹, who purchased it on a walk-in walk-out basis 'to save its life'.⁷⁰ The garage remained as it was when it ceased operation, and its contents have remained largely undisturbed, including catalogues and guides to machinery etc., dating from the 1930s, and records of the Wake's businesses.⁷¹ The garage was in continuous operation for more than 60 years, and under the Wake family since 1938, who apparently seldom if ever discarded anything, it provides a rare collection reflecting the evolution of transport and agricultural machinery in a rural Western Australia, and the notable inventiveness and innovation of Lin and John Wake.

An un-dated photograph of the rear of Wake's Garage to Taylor Street shows the door and window to the original livery stables' office, central entrance doors with a sign reading 'CASTROL', and a diamond shaped sign at the right.⁷²

On 16 January 1999, Lindsay Wake died. On 13 July 1999, his individual half share of Katanning Town Lot C75 was transferred to Kathleen Wake, of 27 Richardson Street, as Executor of his Estate.⁷³ Members of her family have continued to reside at the place through into 2006.⁷⁴

On 21 May 2002, a newspaper article about Wake's Garage, noted Mrs. Evans' efforts to ensure preservation of the place and the accumulated materials, and her hopes to restore it and to display items and machinery of interest.⁷⁵ In June 2002, Bruce James opened a photographic exhibition by Juha Tolonen at Katanning Gallery entitled 'Industrial Evolution', which focused on Wake's Garage and its 'historical content'.⁷⁶

On 7 November 2003, a Men's Shed Fellowship Evening was held at Wake's Garage, with the theme 'Check out the Shed! A piece of history!'⁷⁷ This was the sixth such Fellowship Evening held by the Men's Shed Fellowship, a group of men who meet periodically in sheds for fellowship and discussion.⁷⁸

In 2005, after a storm damaged part of the roof and the doors at the rear to Taylor Street, repairs were effected at a cost of \$16,000, including replacement of the doors.⁷⁹

In 2006, a large collection of machinery and equipment, materials, and inventions that encompass most of the operating life of the garage and earlier livery stables, including a forge and anvil remain in situ at Wake's Garage. No longer in use as

68 ibid.

69 Certificates of Title Vol. 462 Fol. 38 and Vol. 2151 Fol. 741.

70 Ainslie Evans to Mrs. Joy Kernaugh, daughter of Harry Barrett, 20 September 2002.

71 Ainslie Evans op cit.

72 Photograph. Collection of Ainslie Evans.

73 Certificate of Title Vol. 463 Fol. 165.

74 Site visit, Robin Chinnery and Lynne Farrow, March 2006.

75 *West Australian* 21 May 2002.

76 *Great Southern Herald* 26 June 2002.

77 Invitation. Collection of Ainslie Evans.

78 ibid; and Ainslie Evans op. cit.

79 Ainslie Evans, conversation with Robin Chinnery, 21 March 2006.

a garage, the place is open on request to members of the public and groups who are interested in viewing the collection.⁸⁰

Wakes' Residence

Following the sale of the Garage at Lot 74 to Morgan Wake in 1938, Barrett's residence at Lot 75 continued in the ownership of the Barrett family through to 1971.⁸¹ However, it was leased to tenants at some periods when Harry Barrett was establishing his farm at Badgebup.⁸²

On 17 February 1956, Katanning Town Lot C75 was transferred to one of Harry and Bertha Barrett's sons, Wilfred Harry Barrett, farmer, of Katanning, who continued to own it until December 1971, when it was transferred to Lindsay Wake and John Cecil Wake, both of Richardson Street, Katanning, as tenants in common in equal shares.⁸³ After the Wake family took up residence at the place, ceilings were fitted in the sleep-out, laundry and bathroom in c.1972-73. In c. 1991, some portions of the external walls were cement rendered in an effort to overcome damp problems. There was little other change until c.1998, when security screens were fitted following a break-in.⁸⁴

On 16 January 1999, Lin Wake died, and his individual half share of Katanning Town Lot C75 was transferred to Kathleen Wake, of 27 Richardson Street, as Executor of his Estate on 13 July.⁸⁵ She continued to reside there for a period, before moving to a retirement centre. In c. 2004, the bathroom was renovated. In 2006, members of Kathleen Wake's family continue to reside at the place.⁸⁶

13.2 PHYSICAL EVIDENCE

Wake's Garage Group is located approximately 200m north-west of the centre of Katanning. The buildings, consisting of a garage and residence, are sited on two adjoining Lots on Richardson Street, which extend through to Taylor Street, to face the railway line. Each Lot has an area of 1012 m², with a 20.12m frontage and 50.4m depth.

Wake's Garage comprises a corrugated iron shed of timber bush pole construction constructed as a livery stables in the early 1900s, with a cement block showroom (c.1950s) and corrugated iron workshop shed (c.1960s-70s) constructed for Lindsay and John Wake in the Australian vernacular style with elements of the Inter-War Stripped Classical style to the Showroom façade. The Garage contains machinery, tools, spare parts, catalogues, files and a large number of other artefacts accrued by the Wakes, some of which have remained in situ since the earlier use of livery stables. Wake's Residence on the adjoining Lot is a brick and corrugated iron house designed in the Australian vernacular style with elements of the Inter-War Californian Bungalow style, which was constructed for Harry Barrett in the early 1920s.

80 Site visit, Robin Chinnery and Lynne Farrow, 21 and 22 March 2006.

81 Certificate of Title Vol. 463 Fol. 165.

82 Obituary 'Robert James Barrett' Typescript. Collection of Ainslie Evans. Note: Rate Books (1937-49) did not record tenants at the place. John Wake (conversation with Robin Chinnery, 22 March 2006) recalls his father telling him that at some period the place was occupied by a bank manager.

83 Certificate of Title Vol. 463 Fol. 165.

84 John Wake, conversation with Robin Chinnery, site visit, 22 March 2006.

85 Certificate of Title Vol. 463 Fol. 165.

86 John Wake, op. cit.; and site visit, Robin Chinnery and Lynne Farrow, March 2006.

Wake's Garage is located on Lot 74 and extends across both the width and depth of the Lot, with the façades constructed on the Lot boundaries, apart from an area of 11m x 12m on the east corner, which is the garage forecourt, and a smaller area on the south corner. The rear portion of the building, which faces Taylor Street, and some corrugated iron sections on the north-west boundary, were originally constructed as livery stables, conveniently located close to the Federal Hotel, the town centre and the railway station for the hiring of horses and conveyances. The garage frontage and forecourt face Richardson Street with the showroom built on the north corner of the Lot.

Wake's Residence is located on the adjoining Lot to the north-west, Lot 66 (originally Lot C75), with a standard 6 metre setback from the front boundary and a one metre setback from the north-west boundary. The setback from the north-east boundary (and the garage) is approximately 9 metres. There are two sheds to the rear of Wake's Residence. The oldest is a vernacular style corrugated iron shed on the north-west boundary towards the rear of the Lot, which may also have been part of the original livery stables. A skillion shed on the north-west boundary between this older shed and the Residence appears to be more contemporary, with the south-west half of the shed being of recent construction.

Wake's Garage

Wake's Garage is a single storey building with corrugated iron clad walls and roof in the Australian vernacular style. The showroom on the north-west side of the front boundary is constructed of painted cement blocks with elements of the Stripped Classical style to the façade, with a stepped parapet front and a gabled corrugated iron roof.

The building was constructed in three parts: a corrugated iron shed at the Taylor Street end of the Lot was originally a livery stables, and elements of the livery stables continue down the north-west facade. The next section to be constructed was the post World War II concrete block showroom (c. 1950s), while the brick and steel workshop appears to have been constructed somewhat later (c. 1960s-70s). Face brick toilets near the centre of the north-west façade were constructed under the original roof line and appear to date from the 1980s.

Built elements that remain from the livery stables are the large gabled shed with its skillion additions at the Taylor Street end of the Lot, and the corrugated skillions that continue down the north-west façade. The shed and its attached skillions span the whole 20.4 metre width of the Lot, and have a depth of approximately 18 metres. This part of the building is basically a corrugated iron gable shed flanked by skillion additions. Internal structural members are constructed of timber bush poles. The external walls have been constructed on the Lot boundaries. A large sliding door spans the full width of the central gable wall on Taylor Street, with a single timber board door and window on the north-west skillion. A further shallower skillion section on the south-east façade is set back approximately four metres from Taylor Street, with a timber door set in a truncated corner where the two skillions meet.

The south-east side façade is constructed of two materials: corrugated iron to the livery stables and face brick to the workshop at the north end of the façade. This brick wall has three aluminium sliding windows at the southern end.

The north-west side façade also has a mix of materials. This façade is mostly constructed of horizontal corrugated iron, which contains two doors and two windows, with a section of yellow face brickwork at the toilets, and the rendered

blockwork wall of the showroom at the north end. The showroom wall is parapetted lower than the front pediment, with a series of high level brick vents and three irregularly spaced narrow casement windows set deep into the wall.

At the Richardson Street façade, the front façade of the showroom has a symmetrical stepped pediment with a concrete block cornice, supported on two narrow block piers at each corner. The title 'WAKES GARAGE' has been painted onto the pediment in purple paint. Beneath the pediment, a horizontal panel painted purple has 'VOLKSWAGON AUDI' painted in white. A horizontal metal track below this panel supports two large metal doors located in the centre of the façade. Rendered panels of blockwork flank the doors.

The apron of the garage is adjacent to the showroom, on the front east corner and is approximately 12 metres wide and 11 metres deep. A pale blue and white VW sign mounted on a steel pole is extant on the north-east corner of the Lot. At the rear of the apron is the frontage of workshop, which has three pairs of link mesh gates supported on two round steel columns with a fibre cement parapet over with the words Wakes, Leyland Tractors Trucks in fading letters.

The internal layout of the building follows the external form, with a showroom on the front north corner, and two offices behind. A serving counter behind the offices is part of a corrugated iron section on the north-west boundary that appears to have been part of the livery stables. This area incorporates an area of storage shelving behind the serving area, the brick toilets and the scrap metal store. The large workshop is located adjacent to this corrugated iron section. At the rear of the workshop and scrap metal store is the large shed of the original livery stables shed area, which spans the width of the Lot.

The showroom is a medium sized space, approximately 6.6m long and 7m wide. The walls are constructed of plastered concrete blocks with regular piers on the north-west and north-east walls. A pair of large doors in the centre of the front (north-east) wall open onto Richardson Street. Two small narrow casement windows are located on the north-west wall, which is on the side boundary of the Lot. The south-east wall, which faces onto the forecourt, is divided into two bays by a central pier. The left hand bay contains a three pane window with a four light panel over, which is wider than the lower three lights. The right hand bay contains a pair of double hung timber sash windows each with a highlight over and a timber door with a glazed upper panel, which opens onto the forecourt.

The showroom is relatively bare, as it was probably used to display the latest automotive models. Artefacts of interest are the wheat bag corner filler, (invented by the Wake brothers), a metal chair, (which was made by the Wake brothers as part of a short lived furniture making business), a timber filing cabinet, a metal filing cabinet, trestle and a tea preparation area.

A door in the south-west wall of the showroom leads into a short corridor with a double casement window on the external wall and a double door at the end, which leads into the workshop. An internal office adjacent to the corridor is partitioned off by a short louvred partition. This area has a jarrah timber floor, with shelving on the north-west wall containing files. The room is furnished with a metal and laminex table with a green office chair serving as a desk in the south corner, a turned leg table on the rear (north-east) wall, with files piled on top, a timber cupboard with small metal drawers over, a shelf under the louvres of the partition with metal drawers for pay slips, and shelving on the north-west wall containing labelled files, parts catalogues and car manuals.

A larger rectangular office on the external wall has a small casement window on the external (north-west) wall and a door on the south-west wall, which leads into the small parts store behind the counter area. The render on the walls is in poor condition and damp is evident at the windowsills, probably due to deficient or lacking flashings. This room contains a desk, which is a turned leg kitchen table, which has been surrounded with a box of veneered plywood. Other items are a console on the north-east wall containing bundles of files and a metal cupboard on top of a timber cupboard on the south-west wall, with metal cash drawers.

The workshop is a large (12 x 20 metre) un-lined shed with a corrugated iron roof supported on steel trusses at 3 metre centres. The floor is concrete. The south-east wall is constructed of brick and is divided into 7 bays. The end three bays have centrally placed sliding aluminium windows while the front four bays have blind windows. The roof trusses are supported on the brick wall on the south-east side and by a series of trussed columns running down the north-west side of the workshop. The north-west face of the shed is open to the corrugated iron section on the north-west boundary. Light comes from translucent sheets in the bays of the roof. The workshop contains a red metal hoist, and the fuel pump from the garage forecourt is stored in the workshop here for security reasons.

A long workbench runs down the south-east wall. At the rear of the workshop, between the 5th and 7th truss columns, is the Repco Lathe. The 6th column has been removed to accommodate the lathe. A screen on the 4th truss divides the south corner of the workshop off. This corner contains a work table, washing bin and a punch. A wide concrete ramp at the right hand side of the rear wall projects into the workshop and leads up to the livery stables shed. There is a wide sliding door at the head of this ramp.

The counter area is part of the corrugated iron structures that run down the north-west boundary. At the base it has been opened up to the workshop and an ornate timber counter with moulded panelling, which came from the Bank of New South Wales, has been installed. The floor of the area is jarrah timber boards. The rear wall is pegboard and the south-west wall is pegboard and fibre cement. The ceiling is fibre cement and has a small skylight. A door in the rear wall leads into the small parts storage area.

There is a mix of different types of storage shelving in this area, including fruit boxes, which house a number of files, ledgers and catalogues. A set of small metal drawers is mounted near the entrance.

To the rear and south-west side of the counter area is a storage area with metal shelving for small parts, with the parts boxed and labelled.

Brick toilets date from the 1980s, and are constructed of plain yellow face brick. The roof is in the same plane as the adjacent areas. The toilets are raised from the workshop floor, with two steps which return across the opening to the scrap metal store. A metal kitchen sink has been mounted on brackets between the two doors.

The scrap metal store is part of the old livery stables and is separated off from the west corner of the workshop by a corrugated iron wall with a square opening. The concrete floor is higher than the workshop and is the same height as the livery stables shed, to which it is open on its south-west side. This area is occupied by a pile of thin lengths of scrap metal, with some stored on shelving.

The livery stables shed of the building is a large corrugated iron clad structure supported on bush pole columns and bush pole purlins. There are no trusses. The roof is gabled, with flanking skillion sections and an additional skillion added to the south-east side. This additional skillion does not extend through to Taylor Street, but terminates at a door on a truncated corner. The floor is earth.

The area contains a number of artefacts including a forge, anvil and blacksmith's bench in the north corner that belonged to the livery stables. An oil drum next to the forge contains fuel for the forge, which would have taken charcoal originally. Between this area and the ramp to the workshop is a large machine, a No. 9 Combination Turret Lathe. On the other side of the ramp opening is a blue punch machine. Piles of scrap metal occupy the south-east side of the shed, with a red Carlisle Machine by Brook Motors near the truncated corner. A grinding wheel is located to the right of the external door of the truncated corner. In the south corner of the space is the continuous welder. This machine was invented by the Wake brothers to re-tread caterpillar tractors. Under the north-west skillion section, between the blacksmith's area and the shed, the floor is concrete. This area contains three drills including a Newmay Elf drill, a Jones Burton drill and another blue coloured drill. A stand holds drill bits. Next to the bit stand is a welder for railway engines, labelled J.E. Ledger Ltd, Pier Street, Perth Property of the Ministry of Munitions. In the west corner, next to the office, is an orbital engine invented by the Wake brothers, which may have been the inspiration for the Sarich engine (Ralph Sarich worked for the brothers for a time). A Thornlie machine is located next to the orbital engine.

In the west corner of the building is an area partitioned off from the main livery stables shed by timber framed walling clad with corrugated iron. This was the original office of the livery stables and contains a timber ledged door out to Taylor Street with a small casement window on the north-west wall. There is no lining to the walls and nails have been driven into the studs on which to hang items.

An old jarrah timber bench supported on brackets spans the wall in front of the window. Shelving and what appears to be a tack board lines the north-east wall. An antechamber outside the office is partitioned off from the shed by a corrugated iron studwork wall with a doorway. A notice over the door to the office says PLEASE DO NOT ASK FOR CREDIT AS REFUSAL MAY OFFEND. Timber shelving in this area holds a number of different articles.

The building in general is clearly an example of rough vernacular construction, which has been adapted and added to over nearly a century. The livery stables section of the building should be assessed for structural integrity, in particular cross bracing and holding down. Cracking and damp in the wall of the showroom and offices require investigation. The workshop appears sound; however, the missing column at the 6th truss should be investigated.

Contents

When the site was sold to John Bernard Evans and Ainslie Veronica Evans, all the contents that had accumulated under the Wakes, and even some items from the Livery Stables, remained. The Evans cleaned a large amount of debris that had accumulated but left the main machinery and a large number of other items in situ. These have generally been described within the different areas.

Wake's Residence

Wake's Residence is a single-storey brick building with a corrugated iron roof designed in the vernacular style with elements of the Inter-War California Bungalow style.

The place is constructed of red face brick laid in a stretcher bond pattern with cream lime mortar. The front façade faces north-east to Richardson Street and consists of a gable on the east side with a recessed verandah to the north side. The roof is hipped with two small Dutch gables at the apex. A sill height band of sand finished render has been added to the base of the walls and to the brick verandah balustrading. The top of the balustrade is capped with a row of flat face bricks. The timber-panelled front door sits centrally to the house in the south corner of the verandah.

The south-east façade is setback approximately 9 metres from the side boundary, and faces Wake's Garage. The façade is constructed of face brick and the sill height render has not been added to this façade. There are two projecting chimneys, the narrower and shorter one towards the north-east end with a wider and taller one to the kitchen at the south-west end. A double hung timber sash window is located on either side of the kitchen chimney, and a diamond shaped window with a soldier brick casing is located to the left of the living room chimney.

An extensive fibre cement skillion has been added to the rear of the brick house. The rear façade of the skillion has a timber door at the south corner and a recessed verandah with a sliding aluminium window to the west end.

The internal layout is typical of many houses constructed in the early to mid 20th century, with a central front hall flanked by a living room and bedroom. There are three doors at the end of the corridor. The facing door opens into the bathroom. A door to the left opens into the kitchen and a short corridor to the right leads to the door to the second bedroom. The skillion section at the rear is accessed from the rear door of the kitchen and contains laundry, shower and toilet, with a bedroom sleepout, currently used as a dining room, behind the bathroom.

The living room is a standard 3.6m x 4.2m room with a central double hung timber sash window on the front wall. A picture rail at door head height surrounds the room. An archway has been introduced to the south-east wall to open the room up to the kitchen.

The main bedroom is 3.6m square, with a double hung timber sash window on the front wall. The second bedroom is a smaller room with a double hung timber sash window at the end of the rear wall.

The bathroom is a small space at the end of the corridor. It has recently been re-tiled and a spa bath installed in the south corner.

The kitchen is a standard 3.6m square, with a central fireplace on the south-east wall. A high level timber mantle shelf supported on timber brackets sits over the fireplace, and the chimneybreast is flanked by double hung timber windows. A door at the west end of the rear wall leads through to the laundry and the rear skillion section of the building. A stainless steel sink on the rear wall next to the door is supported on kitchen benches dating from the 1940s.

The laundry has been added to the rear of the building, and the external face brickwork can be seen on the north-east wall. A trough is located below the sliding aluminium window on the south-east wall. The ceiling is un-lined. Behind

the laundry is a wide shower compartment, and beyond, on the south corner, a separate toilet. A door next to the toilet leads out to the back yard.

The door to the sleepout/dining room is located on the north-west wall of the laundry, adjacent to the kitchen door. This room is medium sized, lined with battened fibre cement sheeting and has an aluminium window on the rear wall.

There are two sheds in the rear yard: an early one on the north-east boundary towards the rear of the Lot is a small gable shed with a skillion attached to the south-east façade and is clad with corrugated iron. The rustic irregular construction and rusting corrugated iron cladding suggests that the shed may well be a remnant of the livery stables.

The other shed has a skillion roof and has been constructed between the house and the old shed, on the north-west boundary, in two sections. The south-west section appears recent and incorporates an aviary.

The condition of Wake's Residence is generally good and the building has been fairly well maintained.

13.3 COMPARATIVE INFORMATION

Livery Stables and Garages

There are no other places directly comparable with *Wake's Garage Group* on the HCWA Database as at August 2006. Pindar Garage Buildings (P01668), at Pindar, in the Mid-West, the only garage Entered on the Register of Heritage Places to date (2006), comprises 'a collection of vernacular style buildings in an open landscape, including a sprung corrugated iron and skillion roofed and corrugated iron clad workshop', believed to have been erected c. 1926, to serve as the garage for Stoner & Wright, Motor Engineers and Haulage Contractors.⁸⁷ In 1969, when the place changed hands all the machinery, equipment and parts accumulated over more than 40 years were left in situ; however, the blacksmith's forge was removed in the 1970s, to make way for a Lister engine. There was a further accumulation of material under these owners, who were local farmers, including items they acquired as interesting artifacts of by-gone periods.⁸⁸ The accumulated objects at Pindar Garage Buildings and *Wake's Garage Group* represent the industrial heritage of motor transport in rural areas of the State through much of the twentieth century and both are rare collections. The collection at *Wake's Garage Group* is distinguished from that at Pindar Garage by the inclusion of objects remaining in situ from the period when the place was a livery stables; various inventions by the Wakes, including their prototype orbital engine; and other innovations and adaptations by the Wakes, many of which reflect the particular rural context in the Great Southern Region.

Whilst a number of commercial motor garages and former garages are included in Municipal Inventories, as far as can be ascertained none other than *Wake's Garage Group* was converted from livery stables to this use. Livery stables, usually of timber and iron construction, were a common facility in the city and regional towns in the late nineteenth and early twentieth centuries. In 1909, the Trades Directory in *Wise's Post Office Directory* listed 56 livery stables, of which 32 were outside the metropolitan area.⁸⁹ Livery stables were centrally located in proximity to coach and/or rail services, and sometimes near a hotel (such as

⁸⁷ HCWA Place 1668, Register and Assessment Documents.

⁸⁸ *ibid.*

⁸⁹ *Wise's Post Office Directory* 1909, p. 958.

Brighton Stables opposite the Great Western Hotel, Perth, and H. Barrett's livery stables to the rear of the Federal Hotel, Katanning) to provide a ready convenience for travellers and townspeople. In the interwar period, as motorised transport increased listings in the Trades Directory reflected the consequent increase in motor garages and decline in the number livery stables, which struggled to survive in the 1930s, then disappeared entirely.⁹⁰ No former livery stables have been entered in the Register of Heritage Places. So far as may be ascertained, the conversion of H. Barrett's livery stables to a garage (named Wake's Garage from 1938) was rare and possibly unique in Western Australia, as motor garages appear to have been purpose built for the most part. Thus *Wake's Garage Group* is a very rare example in Western Australia of livery stables and their conversion to motor garage premises.

Wake's Garage Group is a very rare example in Western Australia of livery stables and their conversion to motor garage premises, and the collection of objects accumulated at the place over more than 90 years is unique.

Residences

In the interwar period, the Inter-War California Bungalow design style was commonly employed in domestic architecture in Western Australia. Wake's Residence, in the Australian vernacular style with elements of the Inter-War Californian Bungalow style, is a modest example of this style. Built as the family residence of Harry Barrett in c. 1922, when he owned and operated the livery stables in Richardson Street, Wake's Residence, reflects the then common practice of proprietors living in quarters attached to or in close proximity to their business premises. Whilst the house was not directly associated with the Wake's Garage from 1938, such an association was perpetuated when the Wakes purchased it and took up residence from 1971.

13.4 KEY REFERENCES

No key references.

13.5 FURTHER RESEARCH

Shire of Katanning was unable to locate any building records or other records relating to *Wake's Garage Group*, and surviving members of the Wake family do not know when additions were made to the Garage. Some records of the buildings and the collection may well survive at the Garage.

It is recommended that an inventory of the more significant contents should be compiled at a future date and assessed for heritage value.

⁹⁰ *ibid.*, 1910 to 1949.